

INTIMATIONS

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE.
CEMETERY MEMORIALS.
Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. [2704]



A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

SCOTCH WHISKY.

Per Case
1 liter.

A—THORNE'S BLEND, White Capsule	\$10.80
B—WATSON'S GLENORCHY MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C—WATSON'S ABERLOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S OLD LONDON SCOTCH WHISKY, Gold Capsule.....	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high class Scotch Whiskies, of greater age than most brands in the market.

ABERLOUR-GLENLIVET is a very old Peat Whisky, (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

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Established 1841.

Hongkong, 14th June, 1898. [24]

The Daily Press.

HONGKONG, August 17th 1898

It is now nearly two months ago that we reproduced from a Tonkin contemporary a statement to the effect that the French cruiser *L'Agouay Trouin* had got into Kwangchauhan on a high tide and was unable to get out again. According to latest reports the vessel is still there, though whether really bar-bound or not we would not like to say. It is evident that there is a strong party amongst the French that takes an unfavourable view of the new possession, and, possibly the members of that party may spread exaggerated reports concerning its alleged disadvantages, just as there were found amongst English experts, or alleged experts, some who declaimed that the larger vessels of our own fleet would be unable to enter Weihsien. It would seem, however, from the persistency of the reports with reference to Kwangchauhan, that they must really rest on some foundation of fact. In the case of Weihsien the report that large vessels could not safely negotiate the channel was promptly falsified by the white fleet going in, but in the case of Kwangchauhan not only is it stated that the *Duguay Trouin* is still bar-bound there, but one of the latest issues of the *Courrier de Saigon* received states that the *Vauban* has for three months past been unsuccessfully trying to get in, and this in the south-west monsoon, when the tides are more favourable than in the north-west monsoon.

We can hardly suppose that the French when they negotiated the lease of the bay, were entirely ignorant of its characteristics. What, then, was their object in taking it, if, as alleged, it is of little or no value as a naval station? The answer is not far to seek. France wanted to have a point d'appui from which she might advance intercolonial claims and so establish a sphere of interest, with the object of excluding British trade and enterprise. It has been suggested—unofficially, it is true, but perhaps not without official cognizance—that she should also occupy the island of St. John's, which would bring her still nearer to Hongkong and to the region which finds its commercial outlet at Hongkong. Now St. John's has no harbour at all, nor going vessels, and, if its occupation were decided upon it could only be with the object of making it another point from which to exercise political influence on the mainland. The territorial dispute between France and Great Britain in Africa have been happily settled, but it looks now as though the seeds of a similar series of disputes were being sown in South China. It is said France is bidding for the Canton and Hankow Railway and that she objects to an English Company constructing the Canton and Kowloon line. Possibly it might be easier to arrive at an amicable arrangement with France now, while the dispute is in its incipient stage, than when it has assumed a more acute form. We would not be disposed to pay any very high price to buy out, if not all, but Great Britain might perhaps not unreasonably undertake not to make any railways upon the Tonkin boundary line or to compete with French enterprise in that particular region, provided that France on her part undertook to keep clear of the Kowloon hinterland, which must be considered to extend as far as Canton.

The sale of infant lot 1413, etc., intended to take place to-day at the office of Messrs. Hough & Hough, has been postponed indefinitely.

Mr. F. J. Haver Dröse, Consul-General for the Netherlands, informs us that the quarantine regulations in Netherlands India against arrivals from Hongkong and the prohibition of importation of certain articles have been repealed.

Mr. A. G. Romano, Portuguese Consul-General, begs to acknowledge with many thanks receipt of the undermentioned subscription for the Jesus Family Fund.—

Amount already acknowledged... \$897.50
A. F. B. 5.00
\$902.50

The Singapore Society of the Raub Australia Gold Mining Co., Limited, has received the following telegram from Raub, dated 9th August:—“Rough cleaning up of battery yielded 3,200 oz. amalgam, estimated quantity of stone crushed being 1,000 tons. A rough estimate of 37 per cent gold in the amalgam this would give 1,184 ounces of gold for the month’s work, out of 1,410 tons stone.”

Investigations made by the Bank of Japan into the thinnings of the chief staples of Japan (not including rice) show distinctly that prices during last month declined generally. Taking the average price of the forty staples was in June 1897, 137; in June this year, 174; but last month the average price declined to 168. This is the lowest average for the present year. Prices were highest, according to the returns, in April, when the average was 179, since when there has been a gradual decline—

Rio Negro.

We translate the following from *Le Semaine Coloniale* (Saigon):—

The commission sent to Yunnan to make the survey for the railway from Mengtai to Yunnan has completed its task, so far as work along the route is concerned, and the members are now (15th June) at the provincial capital. The commission is composed of Mr. Deby Captain Romano; M. Lucero, mining engineer; M. Kerle, conductor of roads and bridges; and M. Steurhoff and Doerf. M. Belard, the representative of French Company for the exploration of the mines of Yunnan, is attached to the commission. From Mengtai to Yunnan the distance is 260 kilometers (160 miles), with a maximum elevation of 15,000 feet (1,900 ft.). Throughout the whole length of the line there is only one great difficulty. Between Kwai-chou and Tonghai, a distance of five kilometers (three miles) there is a difference of level of 500 meters (1,640 ft.). It will be necessary to cut a tunnel or make a zig-zag? It is difficult to say which the line will be. As they anticipated, it would appear that on Friday last it was made known to those in Yunnan that the culminating struggle would reach its final move on the city. This was a view which gave much satisfaction in Hongkong in consequence of the bloodshed which would thus be avoided.

Unfortunately, however, it turned out that the first report was not correct, for yesterday we learned from an authoritative source that Maus had been bombarded by the Americans and had surrendered. As yet the full particulars are not forthcoming, nor will they be until the American despatches arrive, but sufficient to make it apparent that the Spaniards had not yet made a violent stand and that the Americans did not feel so easy to take the city as they anticipated. It would appear that on

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IRE ON THE STEAMER "SIAM" AT SINGAPORE.

The steamer *Siam*, Capt. Meister, came shortly after her arrival from Amoy and Swatow, with coal and a miscellaneous cargo, including, amongst other things, a large quantity of zinc-oxides. The vessel came in about nine o'clock, and her passengers had nearly all been landed, and work had been commenced on the cargo. Her arrival took place at 10.30 A.M., and she got into the foreshore, setting fire to the junks, which readily burst into flames and dashed all efforts to extinguish them. The men of H.M.S. *Daphne* were quickly on the spot with pumps and other appliances, and practically took charge of the ship, swinging all her boats out and removing the junks. The *Siam* was then taken into the harbor, and the Master, Capt. Meister, went ashore on the steamship, being possessed of powerful pumps a large volume of water was thrown into the foreshore, but apparently without success. The *Tanjong Parap* Dock Co.'s tug boat was then sent for, and on the arrival of the *Banda* it was decided to tow the vessel into shallow water to set her adrift. The *Siam* was again set on fire, another off Tanjung Blau on the other side of Messrs. Ribby, Harveys and Co.'s premises. There was little danger of the fire spreading seriously, as the hull had been filled with tiles, and water were injected into the burning cargo, with the result that the fire was eventually extinguished. The *Siam* was then towed to the *Siamese* port, where it was visited by Captain Crawford, Mr. T. Sims and others; and it was on the advice of Captain Crawford that the *Siam* was removed to her present position. The crew who was responsible for the outbreak has meanwhile been soon handed over to the Police, pending enquiry. Messrs. Guthrie and Co. are the local agents of the *Siam*, which is owned by Messrs. Bradley Bros. of London.

10th August.

The steamer *Siam* still remains off Tanjung Blau, the fire on board being extinguished yesterday afternoon, and this morning the pumps were at work to draw the water out which had been so freely poured into her yesterday. The junks are still available, though damaged, but this will be considerable, not only by fire but by water also. Had it not been for the prompt and praiseworthy assistance rendered by the men of the *Daphne*, however, the damage would inevitably been much more serious than it proved, as on the arrival of the blue junks everything was done that could be done to check the spread of the flames until the water that had the *Tanjong Parap* Dock Co.'s tug boats could arrive with their appliances.

SHIPPING REPORTS.

The British steamer *Glaucus*, from Singapore 12th August, had fine weather and moderate winds.

The British steamer *Kong Feng*, from Tai-wan 12th August, and *Amen 15th*, had light southerly winds and fine weather.

The British steamer *Teresian*, from Cob 11th August, had fresh nor'easter and fine weather generally, high south-westerly swell.

The British steamer *Trieste*, from Cob 24th June and Singapore 10th August, had nice weather till the Andaman Group, then strong S.W. monsoon and heavy sea till the Macassar-feld Bank.

The British steamer *Fornax*, from Tomasi, Amoy, and Swatow 14th August, had fresh S.W. wind and fine weather, from Amoy to Singapore, light N.E. winds, which were variable, and fine weather. Vessels in Taiwan—*Ritsei Moro* and *Hakko*. In Amoy—*Wenche*, *Wans*, *Heskin*, and *Kong Beng*.

VESSELS PASSED ANJER.

July 24, Italian bark *Garibaldi*, Paolo, from Sicily.

July 26, Dutch str. *Merapi*, Mink, June 18, from Rotterdam for Batavia.

July 26, British str. *Venus*, McGregor, July 25, from Batavia.

July 27, Dutch str. *Koninkij Regentes*, Vianen, July 27, from Batavia for Amsterdam.

July 28, British str. *St. Paulus*, J. B. Hall, Aug. 1, from *Port of York*, *London*.

July 30, Dutch str. *Koninkij Wilhelmina*, Delfter, from Amsterdam for Batavia.

July 30, British str. *Oriana*, July 29, from Singapore for Australia.

PASSENGERS BOOKED FOR THE FAR EAST.

For Messengers Maritime steamer *Lao*, from Marseilles, July 31.—To Shanghai: Mr. H. E. Wadman.

For Messengers Maritime steamer *Ville de la Côte*, connecting with the steamer *Caledonia*, Cob 11th, from Marseilles, Sept. 11.—To Shanghai, Mr. C. C. Lewis.

For P. & O. steamer *Fornax*, from London, July 9.—To Straits, China and Japan: Mr. H. W. Finsen, Mr. A. Macartney, Mr. W. Carrick, Mr. G. Russell.

For P. & O. steamer *Fornax*, from London, July 23.—To Straits, China and Japan: Mr. G. D. Ruskin, Mr. J. E. A. Lewis.

For P. & O. steamer *Catania*, from London, Aug. 6.—To Straits, China and Japan: Mr. A. R. Lowe.

For P. & O. steamer *Brissia*, connecting with the steamer *Parma*, at Coblenz, from London, July 25.—To Straits, China and Japan: Mr. Scott, Mrs. Newmark, Mr. H. H. Hudson, Mr. J. Jones.

For P. & O. steamer *Jare*, from London, Sept. 3.—To Straits, China and Japan: Capt. and Mrs. W. Ward, Mr. J. A. Coward, Capt. R. H. Robinson.

For P. & O. steamer *Shanghai*, from London, Oct. 1.—To Straits, China and Japan: The Bishop of Victoria, Mrs. Howe and children, Mrs. Rose and child.

EXPORT CARGOES.

For P. & O. steamer *Conqueror*, sailed on the 6th August. For Manchester—50 cases waste silk, 50 bales pure panmix silk. For London—10 bales raw silk, and 8 cases silk piece goods. For France—561 bales raw silk, 92 bales waste silk, and 7 cases silk piece goods. For Milan—25 bales raw silk.

For steamer started, sailed on the 6th Aug.

For London—200 boxes cotton, 200 boxes wool, 200 cases cotton, 200 boxes cotton, 200 boxes Chinarwo, 31 cases blackchevera, 1 cases cassia, 105 cases essential oil, 110 rolls matting, and 150 cases soy. For London and/or Hamburg and/or Antwerp—50 cases bristles, and 417 bags charcoal. For London and/or Hamburg and/or Berlin—100 cases gallands. For London—100 boxes cotton, 50 boxes wool, 200 cases cotton, 200 boxes cotton, 200 boxes Chinarwo, 31 cases blackchevera, 1 cases cassia, 105 cases essential oil, 110 rolls matting, and 150 cases soy. For London and/or Hamburg and/or Antwerp—50 cases bristles, and 417 bags charcoal. For London and/or Hamburg and/or Berlin—100 cases gallands. For London—100 boxes cotton, 50 boxes wool, 200 cases cotton, 200 boxes cotton, 200 boxes Chinarwo, 31 cases blackchevera, 1 cases cassia, 105 cases essential oil, 110 rolls matting, and 150 cases soy. For London and/or Hamburg and/or Antwerp—50 cases bristles, and 417 bags charcoal. 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VESSELS ON THE BEETH.

NORTH GERMAN LLOYD HAMBURG AMERICA LINE (EAST ASIATIC SERVICE).

(Taking Cargos at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS).

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS. DESTINATION. SAILING DATES.

ss. ERATO	HAVRE AND HAMBURG	17th August at Noon	Freight.
ss. ARABIA	LONDON, HAMBURG AND ANTWERP (via COLOMBO)	About 20th August	Freight.
ss. ARADIA	LONDON, HAMBURG AND ANTWERP	About 1st September	Freight.
ss. SARINA	HAVRE AND HAMBURG	About 15th September	Freight and Passage.
ss. SUEVIA	HAVRE AND HAMBURG	About 21st September	Freight.

These steamers have superior accommodations for first and second class passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., AGENTS.

Hongkong, 16th August, 1898.

1720 NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamer	Tons.	Captain.	Proposed Sailing	Steamer	Tons.	Captain.	Proposed Sailing
COLUMBIA	3,654	A. Gow	Aug. 23	MOUL	3,654	C. H. Butler	Sept. 10
TAOGMA	2,549	A. Dixon	Sept. 17	NEW YORK	—	—	Oct. 1
VICTORIA	3,167	J. Trabue	Sept. 27	BEIJING	2,605	E. Porter	Nov. 5
Olympia	3,608	T. H. Dobson	Oct. 22	—	—	—	—

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 247.

Excellent accommodation. First class Table. Doctor and Stewardess carried. Passengers to EUROPE may be procured by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKIES and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 228.

The best route to the KUOLUNGS GOLD FIELDS. Frequent Sailings from VICTORIA and PORTLAND to DWAH and ST. MICHAEL.

Rates of Passage to other Points of application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Portland, W.H.A., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., General Agents.

Hongkong, 13th August, 1898.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

SADO MARU	NAGASAKI, MOJI, KOBE & YOKOHAMA	WEDNESDAY, 17th August, at 4 P.M.
TAMBA MARU	KOBE & YOKOHAMA	WEDNESDAY, 24th August, at 4 P.M.
OMI MARU	THURSDAY ISLAND, TOWNVILLE, KEPPEL BAY, BRISBANE, SYDNEY & MELBOURNE	FRIDAY, 26th August, at 4 P.M.
TOKIO MARU	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 29th August, at 4 P.M.
TONA MARU	MARSELLLES, LONDON, NEWCASTLE, ANTIQUE, VIA SINGAPORE, COLOMBO & PORT SAD...	TUESDAY, 1st September, at 4 P.M.
SAGAMI MARU	VIADIVOSTOK VIA SHANGHAI, CHENGDU, CHEMULUO, NAGASAKI, FUJIAN & GENSAI	FRIDAY, 2nd September, at NOON.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 17th August, 1898.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. STEAMERS TO SAIL ON REMARKS.

YOKOHAMA VIA SHAI	MANILA	About 19th August	Freight or Passage. (Passing through the Inland Sea)
NAGASAKI & KORE	{ R. L. Heddock, E.N.C.	{ About 19th August	{ Freight or Passage.
SHANGHAI	{ A. Symons	{ About 19th August	{ Freight or Passage.
LONDON, &c.	{ PARAWATTA	Noon, 20th August	{ See Special Advertisement.
YOKOHAMA VIA NA	BOSTON	6 P.M., 20th August	{ Freight or Passage. (Passing through the Inland Sea)
LONDON	JAPAN	About 20th August	{ Freight or Passage.
STRAITS & BOMBAY	PENANG	About 23rd August	{ Freight.

F. W. Vibert, E.N.C.

For Further Particulars, apply to

H. A. BITCHIE, Superintendent.

Hongkong, 16th August, 1898.

11

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 10 knots

PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

EMPIRE OF INDIA...Cond: O. P. Marshall, E.N.C. WEDNESDAY, 31st Aug., 1898

EMPIRE OF JAPAN...Cond: G. A. Lee, E.N.C. WEDNESDAY, 23rd Sept., 1898

EMPIRE OF CHINA...Cond: R. Archibald, E.N.C. WEDNESDAY, 26th Oct., 1898

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER in 12 days, saving THREE DAYS to a week in the Trans-Pacific journey and twice as much time in the return passage. CANADIAN PACIFIC RAILWAY CO.'S THE CANADIAN PACIFIC RAILWAY, which has daily, and across the Continent, from THE PACIFIC TO THE ATLANTIC without CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 9, and 12 months.

SPECIAL L. RAISES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in service of China and Japan.

The attractive features of this Company's route embrace its BALTIMORE STEAMSHIPS (second to none in the World), the LUXURIOUSNESS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for size at recent Chicago World's Exhibition), and the diversity of MAGNIFLORUM MOUNTAIN AND LAKE SCENERY through which the Hullaby passes.

THE DINING-CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. B. BREWER, General Agent.

Hongkong, 16th August, 1898.

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CARLOWITZ & CO., AGENTS.

Hongkong, 16th August, 1898.

VESSELS ADVERTISED AS LOADING.

DESTINATION. VESSEL'S NAME. TONS & B.G. CAPTAIN. FOR FREIGHT APPLIED TO.

LONDON VIA SUEZ CANAL. Nestor Brit. str. Aquitaine Bremen, Livington & Co.

LONDON VIA SUEZ CANAL. Basilia Brit. str. Franschhoek Bremen, Livington & Co.

LONDON VIA SUEZ CANAL. Jameson Brit. str. Geier Bremen, Livington & Co.

LONDON, HAMBURG & ANTWERP. John Brit. str. Goliath Bremen, Livington & Co.

LONDON, HAMBURG & ANTWERP. Parmastrina Brit. str. Proteus Bremen, Livington & Co.

LONDON VIA STRAITS. Osprey Brit. str. Barber Bremen, Livington & Co.

LONDON VIA STRAITS. Prins Heinrich Brit. str. Melchers & Co. Bremen, Livington & Co.

BLEEMEN VIA PORTS OF CALL. Frisia Brit. str. Ostermann Bremen, Livington & Co.

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